

COTTAM &amp; Co.

OUTFITTERS.

Es. S. JAPAN.  
WHITE SHIRTS,  
DRESS SHIRTS,  
WASHING SCARVES,  
Etc., Etc., Etc.

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 704. 日五十二月八年三十二緒光

TUESDAY, SEPTEMBER 21, 1897.

二拜禮

號一十二月九年光緒

THIRTY DOLLARS PER ANNUM.

## Banks.

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....\$1,000,000  
Subscribed Capital.....\$500,000

HEAD OFFICE:—HONGKONG.

Board of Directors:—  
D. Gillies, Esq., Chairman.  
P. Stollert, Esq.,  
J. T. Latt, Esq.,  
Acting Chief Manager,  
GEO. MUNRO.

Interest for 12 months Fixed, 5 per Cent.  
On Current Account: Daily Balances 2 per Cent. per Annum.  
Hongkong, 15th August, 1897. [7]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$7,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:—  
St. C. MICHAELSON, Esq., Chairman.  
Hos. J. J. BELL-IRVING, Esq., Deputy Chairman.  
C. BERNARD, Esq.,  
G. D. BELL, Esq.,  
G. B. DODD, Esq.,  
R. M. GAY, Esq.,  
David Gabbay, Esq.,  
Chief Manager,  
HONGKONG:—T. JACKSON, Esq.,  
MAMBER:—  
Shanghai:—J. P. WARD, Esq.,  
LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG:—INTEREST ALLOWED:—  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:—  
For 3 months, 4 per Cent. per Annum.  
For 6 months, 4 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
T. JACKSON, Chief Manager.  
Hongkong, 14th August, 1897. [8]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 per Cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON, Chief Manager.  
Hongkong, 1st August, 1897. [9]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.  
CAPITAL PAID-UP.....\$500,000  
RESERVE LIABILITY OF SHAREHOLDERS.....\$500,000  
RESERVE FUND.....\$375,000  
INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per Cent. per annum on the Daily Balances.  
On Fixed Deposits for 12 months... 4 per Cent.  
T. H. WHITEHEAD, Manager, Hongkong.  
Hongkong, 2nd June, 1897. [10]

### THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1884.  
CAPITAL PAID-UP.....\$500,000  
TOTAL FUND AND RESERVE.....\$1,000,000  
NET ANNUAL PREMIUM.....\$757,471  
HAYING been appointed AGENTS of the above Company, we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.  
HOLLIDAY, WISE & Co., Agents.  
Hongkong, 2nd January, 1897. [14]

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRE RISKS FOR EUROPEAN and CHINESE RISKS at CURRENT RATES.  
SIEMSEN & Co., Agents.  
Hongkong, 28th May, 1897. [18]

### GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, LIMITED.  
CAPITAL, TAKES \$500,000. \$233,333-33.  
RESERVE FUND.....\$316,666-66.  
BOARD OF DIRECTORS:—  
Lee Seng, Esq.,  
Lo Yau Moon, Esq.,  
MANAGER:—HO ANGE.  
MARINE RISKS ON GOODS, Etc., taken at CURRENT RATES to all parts of the world.  
HEAD OFFICE:—13, PRAYA WEST, Hongkong, 17th December, 1897. [16]

### THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000  
THE above Company is prepared to accept MARINE RISKS ON GOODS, Etc., taken at CURRENT RATES to all parts of the world payable at any of its Agencies.  
CHAY TUNG YAT, Chief Manager.  
HEAD OFFICE:—No. 4, QUEEN'S ROAD WEST, Hongkong, 20th May, 1897. [19]

## Intimations.



### HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING for the purpose of receiving the Committee's Report and Statement of Account for the past year, electing Committee for ensuing year, and for the Transaction of General Business, will be held at the CITY HALL on FRIDAY, the 24th September, at 6 P.M.  
DAVID WOOD, Hon. Secretary.  
Hongkong, 16th September, 1897. [1420]

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICES, on SATURDAY, the 25th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1897.  
The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 25th September, both days inclusive.  
DOUGLAS LAFRAIK & Co., General Managers.  
Hongkong, 3rd September, 1897. [1352]

### THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently, an INTERIM DIVIDEND of 2 per Cent. was declared on the Company's PREFERENCE SHARES for the 6 Months ending 30th June, this being at the Rate of 6 per Cent. per Annum.  
The DIVIDEND WARRANTS will be ready on the 1st October.  
The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 30th inst. inclusive.  
HOLLIDAY, WISE & Co., Agents.  
Hongkong, 9th September, 1897. [1353]

### CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.  
THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on SATURDAY, the 2nd October proximo, at Twelve o'clock, NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to 30th April last, and of Declaring Dividends.  
The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 2nd October proximo, both days inclusive.  
By Order of the Board of Directors,  
W. H. RAY, Secretary.  
Hongkong, 11th September, 1897. [1395]

### HONGKONG JOCKEY CLUB.

NOTICE.  
THE ANNUAL GENERAL MEETING of MEMBERS of the above CLUB will be held in the CITY HALL on SATURDAY, the 2nd October proximo.  
By Order of the Stewards,  
T. F. HOUGH, Clerk of the Course.  
Hongkong, 18th September, 1897. [1444]

### UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.  
NOTICE is hereby given that the TWENTY-FOURTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 4, the Praya, Hongkong, on WEDNESDAY, the 13th October, 1897, at NOON, for the purpose of receiving the report of the Directors together with statements of accounts for the year 1896, and for the half year ending the 30th June, 1897, and of declaring Dividends.  
The TRANSFER BOOKS of the Society will be CLOSED from the 3rd to the 13th October, both days inclusive.  
By Order of the Board,  
N. J. EDE, Secretary.  
Hongkong, 20th September, 1897. [1441]

### TENDERS will be received by the NAVAL STOREKEEPER up to NOON on the 24th instant, for the Supply of such Quantities of the undermentioned TIMBER MATERIALS as may be required from time to time by the NAVAL YARD:—

TEAK, Baulk, Thickstuff, Scantling, Plank and Board.  
PIL, American Do.  
MOLAYA and other hard Woods.  
CAMPHOR WOOD CROOKS.  
SPARS, American.  
Further Particulars can be obtained on application to the Office of the Naval Storekeeper.  
The right to reject any or all Tenders or to accept part of a Tender is reserved.  
H.M. Naval Yard,  
Hongkong, 9th September, 1897. [1390]

### NOTICE.

IT is hereby notified that, in addition to the powers exercised during the last Ten Years by ALFRED HERBERT RENNIE, of Hongkong, as was, Sole Agent and Attorney, he has the exclusive right of the Sale of our products in Hongkong, China, The Straits Settlements, Java, the Philippines, Korea and Siberia, and certain islands in Australasia, and that some of our products can be purchased in America for shipment to Hongkong and the countries before mentioned without duty.

### THE PORTLAND FLOURING MILLS COMPANY.

Portland, Oregon, U.S.A.  
31st July, 1897. [1434]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN	Socotra	J. Paine, R.N.R.	About 22nd Sept.	Freight only. (Passing through the Inland Sea).
LONDON	Shanghai	E. P. Bishop	Noon, 23rd Sept.	Freight or Passage.
STRAITS AND BOMBAY	Brindith	C. H. Watkins, R.N.R.	Noon, 25th Sept.	Freight or Passage.
LONDON, &c.	Rothia	F. Cole	Noon, 23rd Sept.	See Special Advertisement. (Passing through the Inland Sea).
JAPAN	Ancona	W. D. Mudge	Noon, 24th Sept.	Freight or Passage.
LONDON	Japan	T. Leigh	About 28th Sept.	Freight or Passage.
JAPAN, &c.	Sunda	S. G. D. Andrew, R.N.R.	About 29th Sept.	Freight or Passage. (Passing through the Inland Sea).
SYDNEY, &c.	Candia	G. K. Wight, R.N.R.	Early in October.	Freight only.

For Further Particulars, apply to  
Hongkong, 10th September, 1897. H. A. RITCHIE, Superintendent. [5]

### THE CLUB HOTEL METROPOLE.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Caliste under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maître in attendance.  
The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.  
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.  
Certified Guides are in attendance at both Hotels.  
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.  
E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [48]

### W. POWELL & CO.

LATEST PARISIAN NOVELTIES  
CHIFFONS, FAURE NETS, CZARINA CHANTILLIES, GOBELIN GAUZES, MILLINERY DAMASSES, &c., &c.  
ALL NEW GOODS.  
Hongkong, 18th September, 1897. [19]

### W. BREWER & CO.

JUST RECEIVED.  
NEW STOCK.  
CIGARETTES.  
EGYPTIAN—from CAIRO.  
SULTAN'S.....\$2.00 per 100  
PACHA'S.....\$2.50 per 100  
WILLS' NAVY CUT, Medium and Mild, in Tins of 50 cents, 45 cents and 40 cents TOBACCO.  
WILLS' THREE CASTLES, GOLD FLAKE, NAVY CUT—Strong, Medium, Mild, in Tins of 50c. and Packets 10c.  
SPENCER'S INDIAN CIGARS.  
Hongkong, 18th September, 1897. [18]

### PORT WINE.

THE CELEBRATED GUEDES' "3 GRAPES" BRAND.  
In cases of 1 doz. bot. ....\$24 per case.  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 7th August, 1897. [15]

### KUPPER'S PILSENER BEER.

The most popular Beer in Hongkong, always bright and clear, with absolutely no sediment.  
SOLE AGENTS:  
CALDBECK, MACGREGOR & Co.,  
Hongkong, 11th September, 1897. [14]

### PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.  
A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION. Commanding Magnificent View of the City and Harbour, the Mainland of China, and numerous islands. Cool southerly breeze in Summer, with perfect protection against the North-East wind in winter.  
A Grand View is being constructed from the Station to the Hotel.  
THE HOTEL IS NOW UNDER EUROPEAN MANAGEMENT.  
GEO. J. CASANOVA, Manager.  
City Office, No. 7, Duddell Street. [133]

### THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF WHITE HEATHER BOUQUET.  
Sole Agents for VIN PASTEUR the great French Nerve Tonic.  
Also Sole Agents for the now well-known JAPANESE TABLE WATER.  
TAN SAN. FLETCHER & CO. and CARMICHAEL & CO. [23]

### W. BREWER & CO.

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Hongkong, 18th September, 1897. [18]

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SPENCER'S INDIAN CIGARS.  
Hongkong, 18th September, 1897. [18]



Today's  
Advertisements.

## THEATRE ROYAL

PROFESSOR BOSAKOVSKI, who is on a Tour Round the World, will give the FIRST of a Series of TWO ENTERTAINMENTS at the THEATRE ROYAL TO-NIGHT (TUESDAY) the 21st September, commencing at 9 P.M.

Under the Distinguished Patronage of H.E. Sir WILLIAM ROBINSON, G.C.M.G. By kind Permission of Colonel C. S. GORDON and the Officers of the W.Y.R., the BAND will perform the following Selections of Music, commencing at 9 P.M.

- Under Mr. W. G. BENTLEY, A.R.C.M.  
1.—Overture, "Romantic".....Kelt. Bell.  
2.—Song, "The Garden of Sleep".....De Lara.  
3.—Selection, "Les Cloches de Corneville".....  
4.—Intermezzi, "Forget-me-not".....Macheth.  
5.—Valse, "Tarentula".....W.G. Bentley.  
6.—Selection, "La Mascotte".....Andran.  
GOD SAVE THE QUEEN.

PRICES OF ADMISSION.  
DRESS CIRCLE.....\$3  
STALLS.....\$2  
BACK SEATS.....\$1  
Soldiers and Sailors in Uniform Half Price to Back Seats.  
Tickets can be obtained at Messrs. W. ROBINSON & Co's. Music Warehouse.  
Late time will run 15 minutes after fall of curtain.  
Hongkong, 21st September, 1897. [1445]

## THE CHINA-MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.  
FROM SWANSEA, LIVERPOOL AND SINGAPORE.

## THE Company's Steamship

"OANFA,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before Noon on the 25th instant, or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on TUESDAY, the 25th instant, at 3 P.M.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.  
Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.  
Hongkong, 21st September, 1897. [1450]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

## STEAM TO SHANGHAI AND KOBE.

## THE Company's Steamship

"GISELA,"  
Captain L. Brilich, will leave for the above Ports TO-MORROW AFTERNOON, the 22nd instant.  
For Freight or Passage, apply to SANDER & Co., Agents.  
Hongkong, 21st September, 1897. [1400]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

## THE Company's Steamship

"HALLOONG,"  
Captain Hodgins, will be despatched for the above Ports on THURSDAY, the 23rd instant, at Noon.  
For Freight or Passage, apply to SANDER & Co., General Managers.  
Hongkong, 21st September, 1897. [1452]

## NIPPON YUSEN KAISHA.

## JAPAN-EUROPE LINE.

## MONTHLY SERVICE.

## FOR KOBE AND YOKOHAMA.

## THE Company's Steamship

"KANAGAWA MARU,"  
Captain J. MacKenzie, will be despatched as above on TUESDAY, the 25th instant, at 4 P.M.  
This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers and is lighted by Electricity throughout.  
A daily qualified Doctor is carried.  
For Freight or Passage, apply to NIPPON YUSEN KAISHA.  
Hongkong, 21st September, 1897. [1451]

## FOR NEW YORK, VIA SUEZ CANAL.

## THE Steamship

## "LIV,"

T. Hansen, Master, will be despatched for the above port on or about the 6th October.  
To be followed by the Steamship "SAINT NIMIAN" on or about the 25th October.  
For Freight, apply to SHAW, TOMES & Co., Agents.  
Hongkong, 21st September, 1897. [1448]

## FOR BALTIMORE.

## THE "100 A. I. Hawaiian Bank

"IOLANI,"  
Captain C. C. McIntire, is loading here for the above port and will have quick despatch.  
For Freight, apply to ARNOLD, KARBURG & CO.  
Hongkong, 21st September, 1897. [1446]

## FOR NEW YORK.

## THE "A. J. I. American ship

"ABNER COBURN,"  
Captain M. L. Park, is loading here for the above port and will have quick despatch.  
For Freight, apply to ARNOLD, KARBURG & CO.  
Hongkong, 21st September, 1897. [1447]

To-day's  
Advertisements.

## VICTORIA CHAPTER.

AN EMERGENCY CONVOCAION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 21st instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.  
Hongkong, 21st September, 1897. [1385]

## THE NEW CLUB.

MEMBERS are informed that part of the GROUND FLOOR of the above CLUB will be OPENED TO-MORROW, (WEDNESDAY), the 22nd instant, at 11 A.M.  
Hongkong, 21st September, 1897. [1455]

## POSTPONEMENT OF AUCTION.

OWING to unavoidable circumstances the SALE OF FURNITURE at the MOUNT AUSTIN HOTEL advertised to take place To-day at 2.30 P.M., is POSTPONED to THURSDAY, the 23rd September, at 2.30 P.M.  
GEO. P. LAMBERT, Auctioneer.  
Hongkong, 21st September, 1897. [1453]

## PUBLIC AUCTION

## OF FURNITURE

## AT THE MOUNT AUSTIN HOTEL.

## THE SECOND SALE OF THE FURNITURE

## OF THE MOUNT AUSTIN HOTEL

## will take place ON

## THURSDAY, the 23rd September, 1897,

## commencing at 2.30 P.M., in the

## NEW BALL ROOM

## of the HOTEL, when the Undersigned will sell by

## PUBLIC AUCTION

## A LARGE QUANTITY OF

## VALUABLE BEDROOM FURNITURE

## OF EVERY DESCRIPTION.

## Catalogues will be issued.

## TERMS OF SALE.—Cash on delivery.

## N.B.—In addition to the usual tram service, special cars will run every quarter of an hour from 2.30 P.M. to 3.30 P.M.

## GEO. P. LAMBERT, Auctioneer.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

## FROM TRISTE, VENICE, PORT SAID,

## SUEZ, JEDDAH, SUAKIM, MASSA-

## WAH, HOEDDAH, ADEN, KURRA-

## CHEE, COLOMBO, PENANG AND SINGAPORE.

## THE Steamship

## "GISELA,"

## having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

## From Calcutta, ex S.S. Pollux, transhipped at Colombo.

## From Trieste, ex S.S. Imperator transhipped at Bombay.

## From Venice, ex S.S. Carlotta, and Jrs, transhipped at Trieste.

## Optional Cargo will be discharged here unless notice to the contrary be given before Noon TO-MORROW.

## No Cargo ex Imperator will be delivered before AVERAGE BOND is signed by Consignees.

## No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.

## Bills of Lading will be countersigned by SANDER &amp; Co., Agents.

## Hongkong, 21st September, 1897. [1400]

## Intimations.

## DAKIN, CRICKSHANK &amp; COMPANY,

## VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

## SIMPLE AERATED WATER.

## SODA WATER.

## LEMONADE.

## GINGER ALE.

## SARSAPARILLA.

## RASPBERRYVADE, &amp;c.

## DAKIN, CRICKSHANK &amp; Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufactures.

## Special terms to HOTELS, CLUBS, MENSES and other Large Consumers.

## Any complaints should be addressed to the Manager.

## HONGKONG, 21st March, 1897. [5790]

## TO SUBSCRIBERS.

## SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

## NOTICES TO CORRESPONDENTS.

## It is requested that all communications relating to Subscriptions, Advertisements, &amp;c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

## Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

## Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

## Within the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests; but it is distinctly understood that the Editor does not in any way bind himself responsible for opinions thus expressed.

## TO ADVERTISERS.

## Advertisers are requested to forward all notices intended for insertion to this day's issue, not later than Three o'clock so as to be printed in the early publication of the paper.

## Advertisements and Subscriptions which are not ordered for a fixed period will be continued until otherwise notified.

## The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms are liberal on application.

## The Hongkong Telegraph is published daily except on Sundays and Public Holidays. It is sold by all the principal news-vendors in Hongkong and Shanghai.

## Intimation.

## A. S. WATSON &amp; CO., LIMITED.

## BY APPOINTMENT.

## WINES &amp; SPIRITS.

## WE beg to call attention to our PRICE LIST OF WINES AND SPIRITS as below:

As these are all selected and bought first hand by our London House we save any intermediate profits and are thereby enabled to supply the best qualities at Moderate Prices.

## PORT.

## (For Invalids and General Use).

## B VINTAGE, superior quality, Red

## Capote.....\$14.40 \$1.20

## C FINE OLD VINTAGE, superior

## quality, Black Seal Capote.....16.20 1.35

## D VERY FINE OLD VINTAGE,

## extra superior, Violet Capote

## (Old Bottled).....20.40 1.70

## SHERRY.

## B SUPERIOR PALE DRY, dinner

## white, Green Seal Capote.....18.00 \$0.90

## C MAMMILLER, PALE NA-

## TURAL SHERRY, White

## Capote.....12.00 1.00

## CC SUPERIOR OLD DRY, PALE

## NATURAL SHERRY, Red

## Seal Capote.....12.00 1.00

## D VERY SUPERIOR OLD PALE

## DRY, choice old wine,

## White Seal Capote.....14.40 1.20

## E EXTRA SUPERIOR OLD PALE

## DRY, very great quality

## Black Seal Capote (Old

## Bottled).....20.40 1.70

## B.C. and C. are excellent dinner Wines or

## for invalids and delicate stomachs. D and E

## are after-dinner Wines of a very superior vintage.

## All are true Xeres Wines.

## OLIVET.

## B ST. ESTEVE, Red

## Capote.....\$6.96 \$7.56 \$0.60 0.35

## C ST. JULIEN, Red

## Capote.....9.00 9.60 0.75 0.40

## D LA ROSE, Red

## Capote.....12.00 12.90 1.10 0.60

## SAI TE FOY.....7.20 7.92 0.60 0.35

## CHATEAU D'AN.....9.60 10.44 0.80 0.45

## CHATEAU D'AN.....13.20 14.40 1.10 0.60

## CHATEAU HAUT

## BRION LAR-

## RIVET.....18.00 19.20 1.60 0.80

## CHATEAU MOU-

## T D'ARMAL

## HACQ.....21.00 22.20 1.80 0.90

## Our Claret, including the lowest priced, are

## guaranteed to be the genuine product of the

## vine of the grape, and are not artificially made

## from various and cheap wines.

## BRANDY.

## A HENNESSY'S OLD

## PALE, Red Capote.....\$18.00 \$1.50

## B SUPERIOR VERY OLD

## COGNAC, Red Cap-

## ote.....21.00 1.75

## C VERY OLD COGNAC

## COGNAC.....24.00 2.00

## V.O. D HENNESSY'S FINEST

## VERY OLD LIQUEUR

## COGNAC, 1872 Vin-

## tage, Red Capote.....36.00 3.00

## V.V.O. E FINEST VERY OLD

## LIQUEUR COGNAC,

## 1892 Vintage.....48.00 4.00

## All our Brandy is guaranteed to be pure

## Cognac, the difference in price being merely a

## question of age and vintage.

## WHISKY.

## SCOTCH.

## A THORNE'S BLEND, White Cap-

## ote.....\$10.80 \$0.90

## B WATSON'S GLENROCHY MEL-

## LOW BLEND, Blue Cap-

## ote.....10.80 0.90

## C WATSON'S FLOUR-GLEN-

## ROCHY, Red Capote, with

## Name and Trade Mark.....12.00 1.00

## D WATSON'S H.K.D. BLEND OF

## THE FINEST SCOTCH, MALT

## WHISKIES, Violet Capote.....14.40 1.20

## E WATSON'S VERY OLD LIQUEUR

## SCOTCH WHISKY, Gold Cap-

## ote.....15.00 1.25

## DANIEL CRAWFORD'S FINEST

## VERY OLD SCOTCH WHISKY

## 1892 Vintage.....14.40 1.20

## Our lowest priced Whisky is of excellent quality

## and of greater value than most brands of the

## market. We recommend our customers not to be

## deceived by the lowest price from trying them

## all. For a soda whisky, Thorne's Blend

## and Watson's Glenrochy are equal to any.

## Abelour-Glenlivet is a very old Peat Whisky

## (smoky) that could not be replaced in stock at

## the price. D and E are too well known to need

## comment.

## IRISH.

## A JOHN JAMISON'S OLD, Green

## Capote.....\$12.00 \$1.00

## B JOHN JAMISON'S FINE OLD,

## Green Capote.....15.00 1.25

## C JOHN JAMISON'S VERY FINE

## OLD, Green Capote.....18.00 1.50

## All these are very fine and old. C has been

## stocked in Hongkong in wood for over 20 years,

## there being little sale for Irish Whisky in the

## Colony.

## AMERICAN.

## GENUINE BOURBON WHISKY,

## FINE OLD, Red Capote, with

## our Name and Trade Mark.....\$15.00 1.25

## GIN.

## A FINE OLD TOM, White

## Capote.....\$7.20 \$0.60

## B FINE UNWATERED, White

## Capote.....7.20 0.60

## RUM.

## FINEST OLD JAMAICA, Violet

## Capote.....\$15.00 \$1.25

## GOOD LEIWARD ISLAND.....6.00 0.50

## GOOD LEIWARD ISLAND.....\$2.50 per Gal.

## LIQUEURS.

## BENEDICTINE.

## CRAME DE CACAO

## CHERRY.

## HERBON'S CHERRY

## CORDIAL.

## DR. SINGH'S ANGIOTENSURE BITTERS.

## AND

## AERATED WATERS.

## A. S. WATSON &amp; CO., LD.

## THE HONGKONG DISPENSARY.

## Hongkong, 11th August, 1897.

## BIRTHS.

## At "Rheda," Boston Road, on the 21st

## instant, the wife of W. JACKSON of a son.

## At Wanchow, on the 17th instant, the wife of

## Dr. ALFRED HOGG of a son.

## At Tientsin, on the 8th instant, the wife of F.

## CORRY, of twin sons; one still-born.

## At 62, Chapple Road, on the 13th instant, the

## wife of E. M. HYNDMAN, of a daughter.

## DEATHS.

## At the Peak Hotel to-day, the 21st September,

## GEORGE REINHOLD LAMBERT, in his 67th year.

## The funeral will leave "Harperville," Robles-



FROM all accounts (says *Sport & Gossip*) our German friends are to the fore as regards a "fitter" on the approaching Autumn Meeting, in fact some changes have already been applied for in the Big Sweep, and it is understood that Tintin and Hongkong are to have the usual number of chances allotted to them.

The escape of Her Majesty's cruiser *Imperator* from the fire of the Chinese gunboats was a very narrow one, and was (says the *Globe*) owing probably to the fact that the Chinese gunboats were ordered to fire only when the ship was within the line of fire. If she had been out of the line of fire a Chinese gunboat would have been more likely to hit her. The *Globe* hopes, however, that the Chinese gunboats' escape will be at least equally narrow. If they do not take off his head, our contemporary thinks they ought at least to take off his button.

At the half-yearly meeting of the Tanjong Pagar Dock Co., limited, held at Singapore on the 8th September, the Chairman, Mr. John Anderson, is reported to have said:—During the last six months, the Company had had, at times, considerable difficulty over the question of Chinese labour. This was, no doubt, in some measure, due to the prohibition of immigration from Swatow and Amoy, but it was, also, due to some degree to the enhanced cost of importing coolie labour from China, which again was reckoned to be caused, in some measure, by the deterioration of silver. This difficulty over the Chinese labour question was not of a serious degree by a slight increase of rates to the contractors for labour, and he mentioned this particularly with a view of pointing out that, of course, would have to be balanced by, probably, some extra charge to the constituents of the Company.

#### TYPHOON NOTES.

##### SHIPPING REPORTS.

Captain Williamson, of the steamer *Chow*, which arrived from Bangkok via Swatow last night, reports having left the former port on the 10th inst., and experienced light S.W. winds and fine weather in the Gulf of Siam. From Palo Obi to Cape Varella had light to moderate S.W. and southerly winds, and fine weather. On the 15th, went to the northward of the Paracels, and a fresh N.E. breeze, considerable sea and swell, with occasional light S.W. winds and rain. On the 16th, moderate N.E. gale with blowing, with high sea, and heavy showers of rain; the barometer was steady at 29.70. On the 17th the wind had increased to typhoon force; mountainous seas were running, with terrific squalls and blinding rain; barometer falling at 5 p.m. the reading was 29.38, when the hardest blow was experienced. The wind and sea afterwards hauled to the E. and S.E. At 7 p.m. the wind was moderating and the squalls were less violent. Thence to Swatow had fresh to moderate E.S.E. and E.N.E. winds, and fine weather. Arrived at Swatow at 6 a.m. on Sunday, left next day and had fine weather to Hongkong.

Captain Gerard, of the *Marty* (Hutchinson), reports that when at Heliow on the 17th the typhoon was blowing there. He had two anchors down and was steaming full speed ahead, and even then the vessel was dragging. The cables were rigid as iron bars all the time, so fierce was the blow. The vessel was flying light, but was often caught over her, flooding the cabin. The storm began from the N.W. and hauled round through West to S.E., the centre passing the port a few miles to the eastward. The lowest barometrical reading was 28.50.

The steamer *Omya*, which arrived last night from Singapore, whence she sailed on the 15th inst., did not enter the storm, but she had its aftermath in a very heavy and confused sea. An American ship, the *Agnes*, from New-Castle, N.S.W., arrived last night, and was out 60 days. She reports that on the 15th, 16th and 17th, she encountered a lot of bad weather off the Straits. The *Agnes* was outside the harbour on Sunday night.

The British barque *Fanny Skiff* arrived here at about noon to-day. She reported that her cargo had shifted, that she was leaking, and that her pumps were disabled through breakage of gear. She was bound from Singapore to Shanghai and got into the bad weather in lat. 12° 30' N., long. 101° 25' E. Her hull is badly strained.

#### MERCANTILE MARINE AFFAIRS IN THE STRAITS.

##### MASTERS AND MATRONS GET A RISE.

In the *Straits Times* of the 13th instant we find it reported that "the Straits Company have just granted substantial increases of salary to the masters and mates engaged on their steamers. Masters, hitherto drawing a salary of \$150 per month, will receive, in the form of a six-monthly bonus, an addition of \$500, or, in other words, that amounts to a monthly increase of \$50. Mates are to receive \$100 per month—an increase of \$10—plus a six-monthly bonus of \$50—a further increase of \$15 per month. Second mates will get a rise of \$10, bringing their salaries to \$75 per month and also a bonus of \$5 per month. These increases, it is stated, will bring up the salaries of the officers of the Straits Company to those received by officers employed on the Blue Funnel steamers sailing out of this port."

Our Straits contemporary continues:—During the last few days, the Straits Company's masters and mates sailing out of the port have been approached by various shipowners with a view to obtaining increases. Messrs. Tan Kim Tin and Co. state that they will be prepared to pay to their mates the same wages as are given by the Straits Steamship Company, so that the rates employed by this Company may look for an immediate rise. On the other hand, Messrs. Tan Kim Tin and Co. do not propose to increase the salaries of their captain, which they consider are already sufficient. These range from \$300 to \$150, according to the class of steamer. Messrs. Wei Bin & Co. have agreed to give the following increased rates of pay: \$175 and \$150 for captains—two classes of vessels—an advance of \$25 & \$75 for mates, an increase of ten dollars; and \$75 for second mates, an increase of \$15.

**THE MARINE ENGINEERS' STRIKE.**  
The negotiations between the Marine Engineers' Association and Messrs. Wei Bin & Co. regarding the increased rates of pay for the engineers on that Company's steamers, have reached a deadlock. Messrs. Wei Bin & Co., while granting the increases on their larger vessels, demand to pay the improved rates in respect of the small "coasting" steamers. The firm state that these small steamers only carry an engineer, with a second engineer's certificate, and a driver, and they accordingly decline to grant them the same rate of pay as the larger vessels. The engineers, on the other hand, hold out for the full terms, and in consequence the firm have laid up, and are stated to be determined to continue to lay up, four of the steamers in question. They are the *Hong Yan*, the *Peking*, the *Bugha*, and the *Kien Ann*. These steamers, Messrs. Wei Bin & Co. affirm, are run with a very narrow margin of profit, and they feel that it is unfair to demand the same rate of pay for the engineers of such small vessels as for those of the large coasting steamers.

#### DEATH OF MR. G. R. LAMBERT.

We greatly regret to have to record the death, at the Peak Hotel this morning, of Mr. G. R. Lambert, the well-known auctioneer of Duddell-St. The deceased gentleman, who was a native of Prussia, was in his 67th year and was probably one of the oldest residents of Hongkong, having arrived here some 35 years ago. During the greater portion of his residence here Mr. Lambert was engaged in business as an auctioneer. He was a prominent figure in the business circles of the colony, and his cheerful and kindly disposition made him hosts of friends. For some eight weeks past he suffered severely from a disease of the kidneys and his death today was hardly unexpected. Mr. Lambert brought up his family of seven sons and two daughters in a most exemplary manner, and with them and Mrs. Lambert much sympathy is felt. The flag at the German Club was flying at half-mast to-day as a token of respect to the deceased.

#### THE DECADENCE OF THE BRITISH MERCHANT IN CHINA.

BY MR. C. J. DUDGON.

In many quarters, some of which one would think ought to be better informed, there seems to be a growing tendency to ascribe the absence of progress in China to want of enterprise on the part of the foreigners engaged in the trade of the country, and the British trader in particular is receiving severe criticism in the matter. In a British Consular report of a few years ago, the fact was deplored that the British merchant in China had fallen to the position of being little better than a commission agent working for Chinese. When I was at home a few years back, I myself listened to a lecture (by an old China hand, though unconnected with business) on trade with China in which the lecturer roundly abused British merchants in China, and more particularly those in Shanghai, for their want of enterprise, saying that they appeared to have lost all the trading instincts of a previous (his) generation; again, I have reason to believe that the members of a recent commercial mission to China have expressed themselves in somewhat the same way, and though the importance to be attached to their utterances is to be gauged by their want of experience, still the energy which attached to their work (work of a most useful nature) will doubtless give place to such opinions as they may express to the public at home. Under the circumstances I think that the time is not inopportune for the British trader to make some rejoinder to the criticisms which are being levelled at him, and I do not think that the task of defending his case is a very difficult one.

In the very able report recently made by Mr. Brennan upon the "State of Trade at the Treaty Ports in China," there occurs the following passage:—"A long and painful experience of the fact that the British trader in China has had such a discouraging effect on foreign trade in China that a condition of stagnation has come to be accepted in the nature of things." This remark of Mr. Brennan's is entirely true, but it seems to me that it forms an appropriate text for a few remarks upon this long and painful "experience of thwarted efforts," and as to why we have come to accept the stagnation of China "as in the nature of things."

From my own (most limited) study of our history in China, I believe that I am justified in saying that the present generation in Shanghai is not half alive to this question of our "long and painful experience." We know that things are wrong, and we express ourselves in forcible Anglo-Saxon at their being so, but the "discouragement" to which Mr. Brennan alludes has, in an experience of many years, led us to accept facts as they stand and to make the best of them. In fact, to again quote Mr. Brennan, to move on the "line of least resistance," nor can we wonder that this is the case. For some time attaching to my representatives, I have been reluctantly led to reading to the British merchant's "long and painful experience" in China, and though I do not for a moment claim that I have mastered more than the rudiments of so complex a question, yet I do think that the rudimentary knowledge which I have acquired is fully sufficient to dispose of the "want of enterprise" argument.

We all of us know the Treaties of 1842 and 1858, and the rights of trading in China which, in the English language, they mean, those Treaties conferred upon us again, we all know how we have been dealt with as regards the interpretation of those Treaties according to the provisions of this or that party in power in Downing Street. In dealing with a country such as China a settled and well-defined policy is as necessary as a permanent staff in a government office, but unfortunately our interests are a long way from home (they are getting very much nearer), and the "policy" has up to recent times been no further than the dignity of a name—a shuttlecock to be played with between political parties. The intention of the framers of the Treaties has been interpreted according to the political exigencies of the party in power; accordingly we find that in 1868, with a Conservative Government in power, Sir Rutherford Alcock, the then British Minister in Peking, addresses the Foreign Office to this effect:—"China has, in consideration of a fixed payment of £100,000, granted us, in return, the right of full right of taxation on whatever can be shown to constitute foreign trade," and he goes on to point out the absurdity of the supposition that the provincial governments have any right to surcharge the duties agreed upon; again, in the same month, he writes to the Tientsin Legation that "the like constitutes a violation of Treaty rights" and that "British Ministers can have no discretionary power in protection against it as a violation of Treaty." Yet in 1870 (consult Gladstone) we find Sir Rutherford, in reply to the Shanghai General Chamber of Commerce, expressing his surprise that the Chamber should "perpetrate a misinterpretation of the only competent authorities in such a matter," and he complains that the merchants should "retrograde a fallacy in protection against it as a violation of Treaty." In 1870 (consult Gladstone) we find Sir Rutherford, in reply to the Shanghai General Chamber of Commerce, expressing his surprise that the Chamber should "perpetrate a misinterpretation of the only competent authorities in such a matter," and he complains that the merchants should "retrograde a fallacy in protection against it as a violation of Treaty."

It is to be regretted that the only competent authorities in such a matter, and he complains that the merchants should "retrograde a fallacy in protection against it as a violation of Treaty." In 1870 (consult Gladstone) we find Sir Rutherford, in reply to the Shanghai General Chamber of Commerce, expressing his surprise that the Chamber should "perpetrate a misinterpretation of the only competent authorities in such a matter," and he complains that the merchants should "retrograde a fallacy in protection against it as a violation of Treaty."

We have it clearly expressed in his despatch to the Foreign Office of 8th November, 1878, in which, in writing of the newly arranged transit dues, he decries them as "a sum in name of transit duty which will see goods whether of export or import to or from any part of China without further charge of toll, octroi or tax of any description whatsoever; further, in the same despatch he writes: "I have always thought that the remedy" [against arbitrary inland taxation] "was to be sought in the substitution of one fixed payment for the present irregular levies." But I am putting the cart before the horse: what is the working of the Treaty itself? Clause XXVIII lays down that after payment of the "single charge," a certificate shall be issued which shall exempt the goods from all further inland charges whatsoever. It is on the plain working of this clause of the Tientsin Treaty that we merchants in Shanghai have consistently fought, and as to how strongly we have fought I would refer those who are interested in the matter to the correspondence between Sir Rutherford Alcock and the Shanghai General Chamber of Commerce at the time of the Convention of 1860; despite snubs received from the Minister in Peking and from the government at home, we maintained our protest against Sir Rutherford's Convention as giving effect to the clause in the plain working of this clause of the Tientsin Treaty that we merchants in Shanghai have consistently fought, and as to how strongly we have fought I would refer those who are interested in the matter to the correspondence between Sir Rutherford Alcock and the Shanghai General Chamber of Commerce at the time of the Convention of 1860; despite snubs received from the Minister in Peking and from the government at home, we maintained our protest against Sir Rutherford's Convention as giving effect to the clause in the plain working of this clause of the Tientsin Treaty that we merchants in Shanghai have consistently fought, and as to how strongly we have fought I would refer those who are interested in the matter to the correspondence between Sir Rutherford Alcock and the Shanghai General Chamber of Commerce at the time of the Convention of 1860; 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## Intimations.

## CAN'T STOP IT!

A TIDAL WAVE OF POPULARITY.

THE  
BESTMOST  
WHOLESOME

## BEER.

WATKINS &amp; CO., Sole Agents for Hongkong.

Dr. KNORR'S  
ANTIPYRINE

patented  
"LION BRAND"  
In Powder and Crystals, also in Drops of  
grains, easily soluble in Water,  
Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC  
AFFECTIONS,  
NERVOUS AFFECTIONS.

## ARGONIN

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in a 2 percent. solution  
possesses similar bactericidal action to  
silver nitrate, but is distinguished by complete  
absence of irritating properties.  
It is requested that the directions on the  
boxes for making solutions shall be implicitly  
followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS!

## GREATEST BLESSING OF LIFE.

PROFESSOR H. WINTER.

THE GREAT AMERICAN INDIAN EXPERT.  
Warrants to Cure Hard and Soft Corns, Bunions,  
Chilblains, Ingrowing Nails and Warts.  
Guarantees to take them out without pain or  
drawing blood, and further guarantees to per-  
form a perfect cure.

Has Arrived in HONGKONG, and will re-  
main here until October 1st, at the  
HONGKONG HOTEL.  
Room No. 83, 84, and at his Office No. 29,  
Queen's Road Central, under the  
HONGKONG HOTEL.  
OFFICE HOURS from 8 A.M. to 4 P.M.

## CONSULTATION FREE OF CHARGE.

Those who wish Mr. WINTER to visit them  
will please send their address, and he will call  
on MONDAYS and FRIDAYS between 2 and  
5 P.M.

## CHARGES MODERATE.

The Professor speaks English, German,  
French, Spanish and Portuguese.  
Hongkong, 16th September, 1897. [1419]

## CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot and Dampness.

Sole Agents for China,  
LUTGENS, EINSTAMANN & Co.  
Hongkong, 11th September 1896. [13]

## TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT  
to indicate the exact use of words, on  
Dictionary can compare with the New  
Edition of

## WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you  
can see, and procure for SIX DOLLARS, a Copy  
of the Webster's Dictionary, the latest and most  
emphatic proof that Labor omnia vincit.  
Hongkong, 17th May, 1897. [821]

## Auction.

PUBLIC AUCTION

OF

FURNITURE

MOUNT AUSTIN HOTEL.

## THE LAST SALE OF THE FURNITURE

OF THE

MOUNT AUSTIN HOTEL

will take place

ON

SATURDAY, the 25th September, 1897,

at 2.30 P.M.,

in the DINING ROOM of the HOTEL, when

the Undermentioned will be sold by

PUBLIC AUCTION,

A QUANTITY OF

BEDROOM and other FURNITURE.

Also

SOME GARDEN SEATS.

Catalogues will be issued.

On View from THURSDAY, the 23rd Sep-

tember, P.M.

TERMS.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

N.B.—In addition to the usual term service,

special cars will run from 2.30 P.M. to 3.30 P.M.

on day of sale.

Hongkong, 18th September, 1897. [1437]

## Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK,

via SHANGHAI, CHEFOO, CHEMULPO,

NAGASAKI, FUSAN and GENSAN.

THE Company's Steamship.

"SENDAI MARU."

Captain C. Olsen, will be despatched as above

on FRIDAY, the 24th instant, at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 14th September, 1897. [1412]

## Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND

BOMBAY.

THE Company's Steamship.

"IDZUMI MARU."

Captain R. N. N. will be despatched for the

above Ports on TUESDAY, the 25th instant,

at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 17th September, 1897. [1417]

## Shipping.

STEAMERS.

NORTHERN PACIFIC STEAMSHIP

COMPANY.

AND

OREGON RAILROAD AND NAVI-

GATION COMPANY.

FOR

PORTLAND, OREGON.

PROPOSED SAILINGS FROM

HONGKONG.

(SUBJECT TO ALTERATION.)

Braemar ..... 1897 | To-morrow | Sept. 22.

Mogul ..... 1897 | Tuesday | Oct. 12.

S.S. ..... 1897 | Tuesday | Nov. 15.

THE Steamship

"BRAEMAR,"

Captain E. Porter, sailing at Noon, TO-

MORROW, the 22nd September, will proceed to

PORTLAND, OREGON, via MOJI, KOBE

and YOKOHAMA.

Through Bills of Lading issued to Pacific

Coast Ports, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Ports should be in quadruplicate; and one

copy must be sent forward by the steamer to

the care of the Freight Agent, Oregon Railroad

and Navigation Co., Portland, Oregon.

Parcels must be sent to our Office (with

address marked in full) by 5 P.M. on the day

previous to sailing.

For further information as to Passage or

Freight, apply to

DODWELL, CARILL &amp; Co.,

General Agents.

Hongkong, 21st September, 1897. [1384]

THE CHINA AND MANILA STEAMSHIP

COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the

above Port TO-MORROW, the 22nd instant,

at 5 P.M.

This Steamer has Superior Accommodation

for Passengers and is fitted with the Electric

Light.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 20th September, 1897. [1440]

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

FOR GENOA AND LONDON, via

STRAITS AND COLOMBO.

(Taking Cargo at through rates for

LIVERPOOL, GLASGOW, CONTINENTAL PORTS,

River Plate, &amp;c.)

THE Company's Steamship

"NINGCHOW,"

Captain W. H. Cross, will be despatched as

above TO-MORROW, the 22nd instant, at

5 P.M.

To be shortly followed by

S.S. "OOPACK" and "OANFA."

For Freight, &amp;c., apply to

HOLLIDAY, WISE &amp; Co.,

Agents.

Hongkong, 20th September, 1897. [1310]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Company's Steamship

"PATHAN,"

to sail on the 22nd September, 1897.

S.S. "ENERGIA" to sail about 7th Oct., '97.

S.S. "MACDUFF" to sail about 21st Oct., '97.

S.S. "CROMARTY" to sail about 20th Nov., '97.

S.S. "SIKH" to sail about 10th Dec., 1897.

For Freight or Passage, apply to

DODWELL, CARILL &amp; Co.,

Agents.

Hongkong, 20th September, 1897. [1415]

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"MIKE MARU,"

Captain J. H. G. will be despatched for the

above Ports on FRIDAY, the 24th instant,

at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 17th September, 1897. [1416]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain Dickens, will be despatched as above

on TUESDAY, the 28th instant.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 6th September, 1897. [1356]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will lead here

for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 4th February, 1897. [1244]

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"HEATHBANK,"

McKee, Master, shortly expected, will lead

here for the above Port, and will have quick

despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 17th June, 1897. [1657]

FOR BALTIMORE.

THE 3 1/2 L.I. American Ship

"ISAAC REED,"

Captain Waldo, will lead here for the above

Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 26th August, 1897. [1322]

FOR PORTLAND, OREGON.

THE French Barque

"DUGUESCLIN,"

Dejeu, Master, will lead here for the above

Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

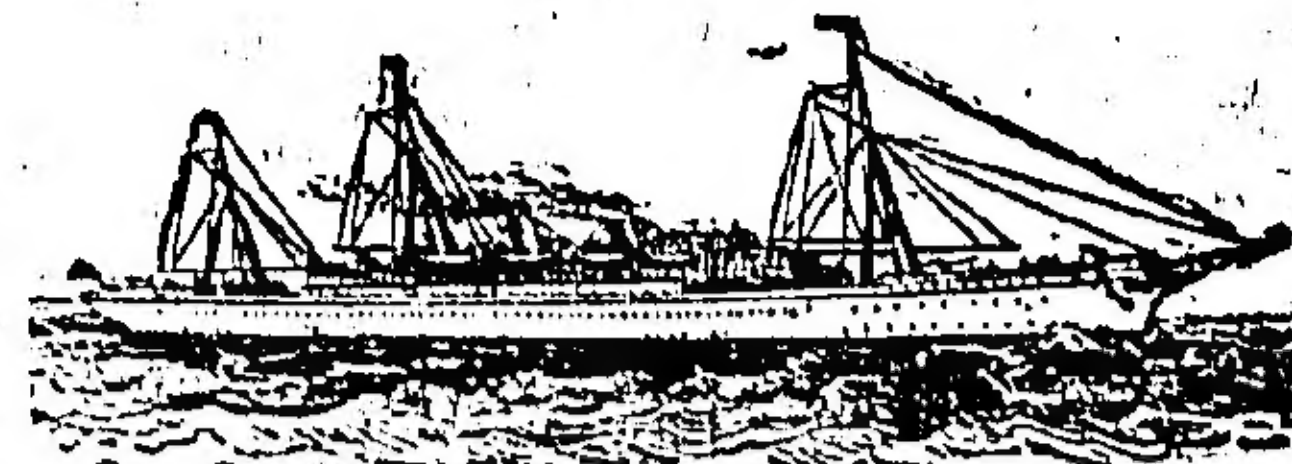
Agents.

Hongkong, 30th August, 1897. [1333]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 29th September.

EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R...WEDNESDAY, 27th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA

OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough

passages generally experienced in the latitudes further South) and make connections at Vancouver

with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC

RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE

ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,

New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the

Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates. Good for 6, 9, 12 and 18 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS

(second to none in the World), the EXQUISITE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition),

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Fidlar's Street.

Hongkong, 1st September, 1897. [13]

## OCCIDENTAL &amp; ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th Oct., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 18th Oct., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 18th Nov., at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA AND HONOLULU on

THURSDAY, the 30th Sept., 1897, at Noon,

taking Passengers and Freight for Japan, the

United States, and Europe.